



Decarbonisation of shipping: international policy developments and role of ports

Patrick Verhoeven

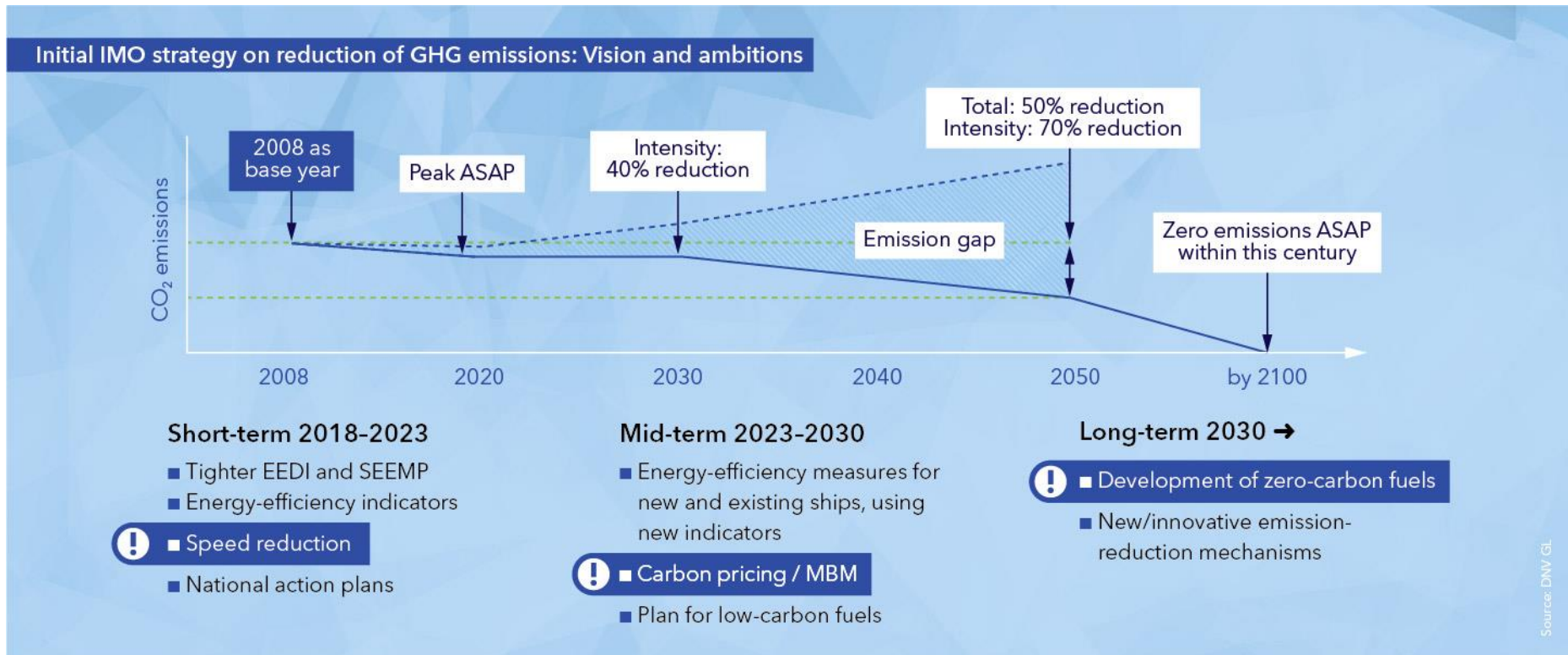
TRB Marine Board

17 November 2021

Overview

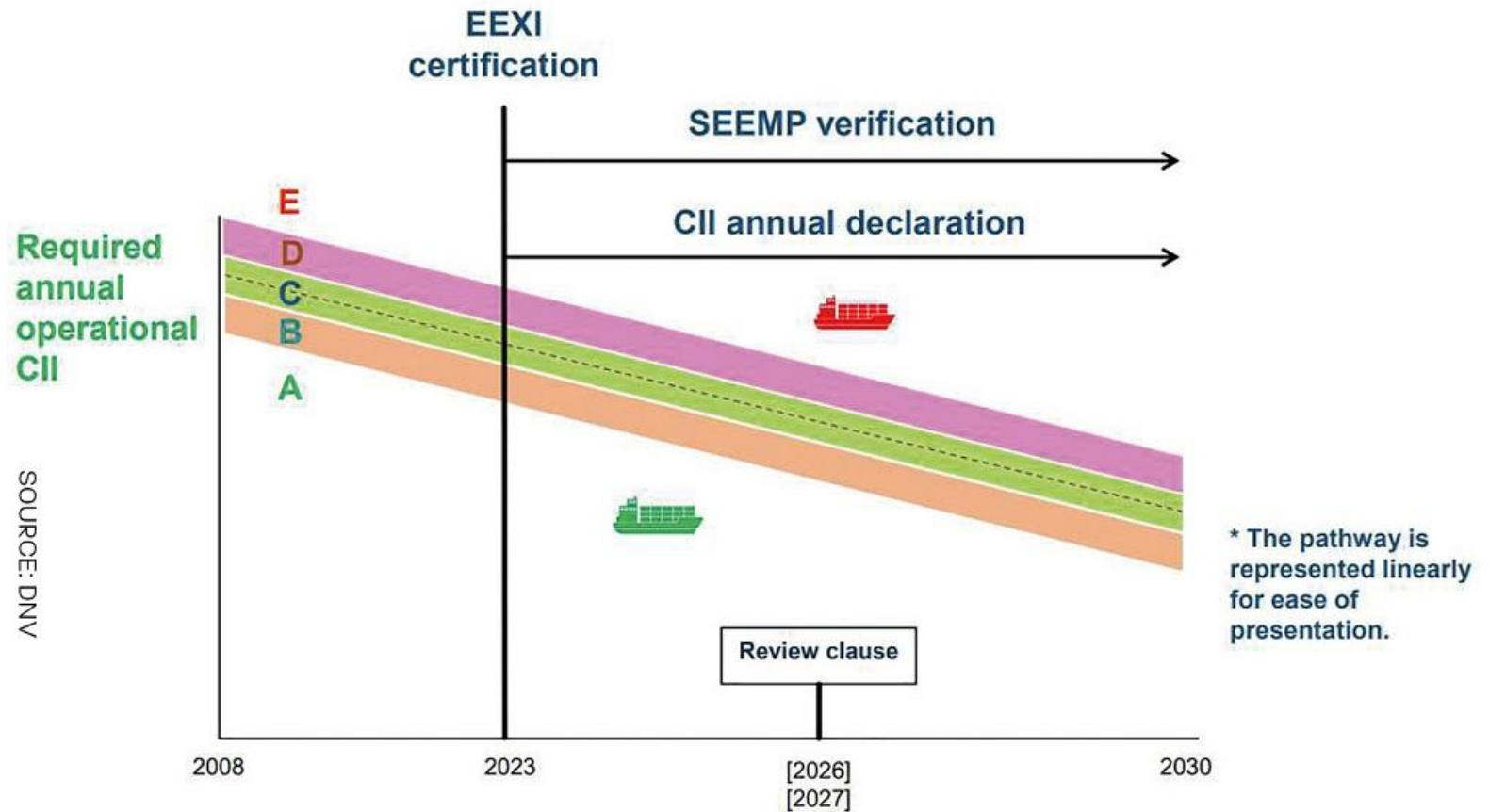
1. IMO GHG strategy
2. IMO Ports Resolution
3. Regional and industry initiatives
4. Discussion

1. IMO GHG Strategy



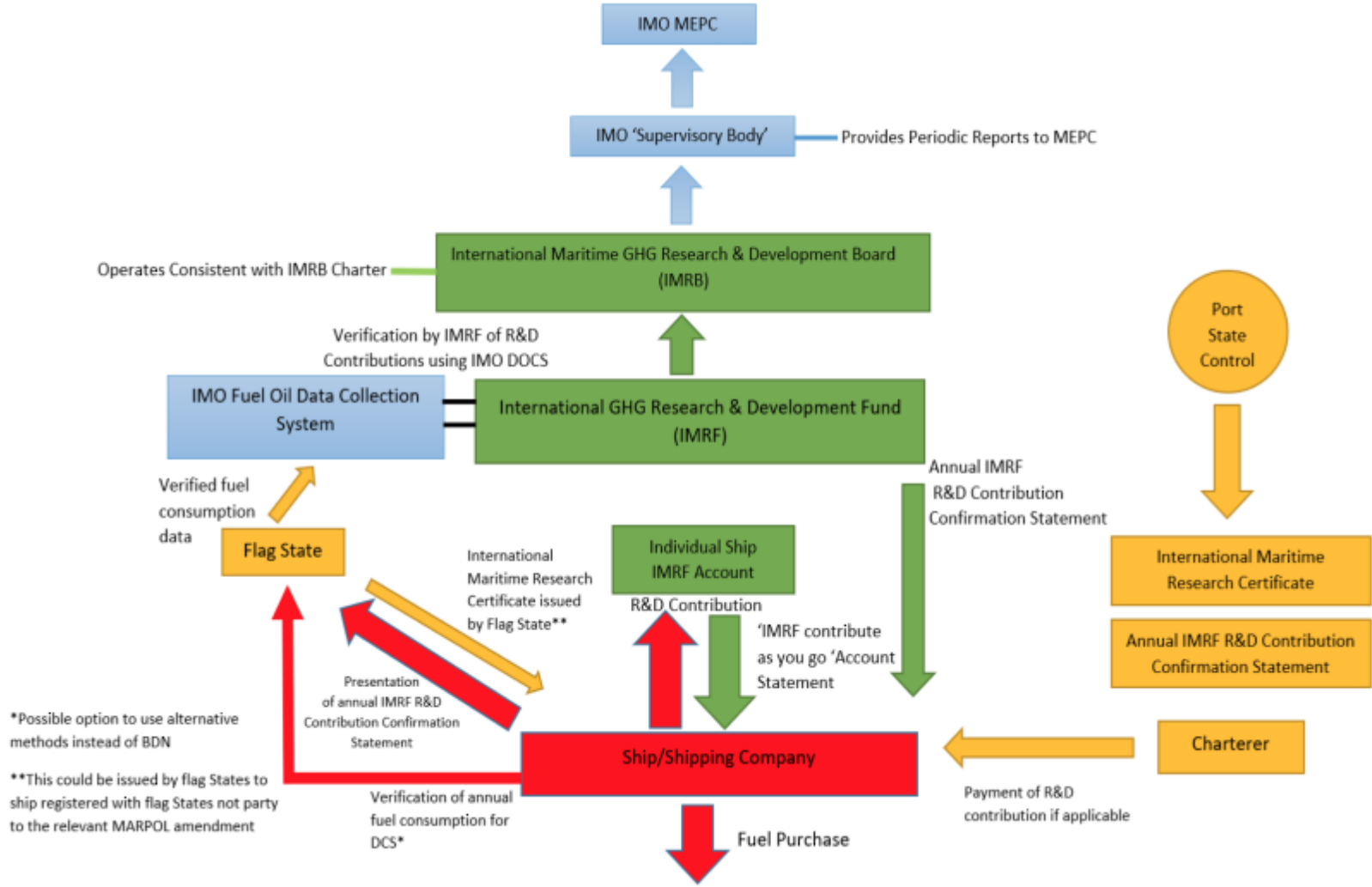
Source: DNV GL

Short-term measures adopted at IMO MEPC 76 (10-17 June 2021)



Source: DNV GL (2021)

International Maritime Research and Development Board (IMRB) proposal



Indicative status of key barriers for selected alternative fuels in 2020



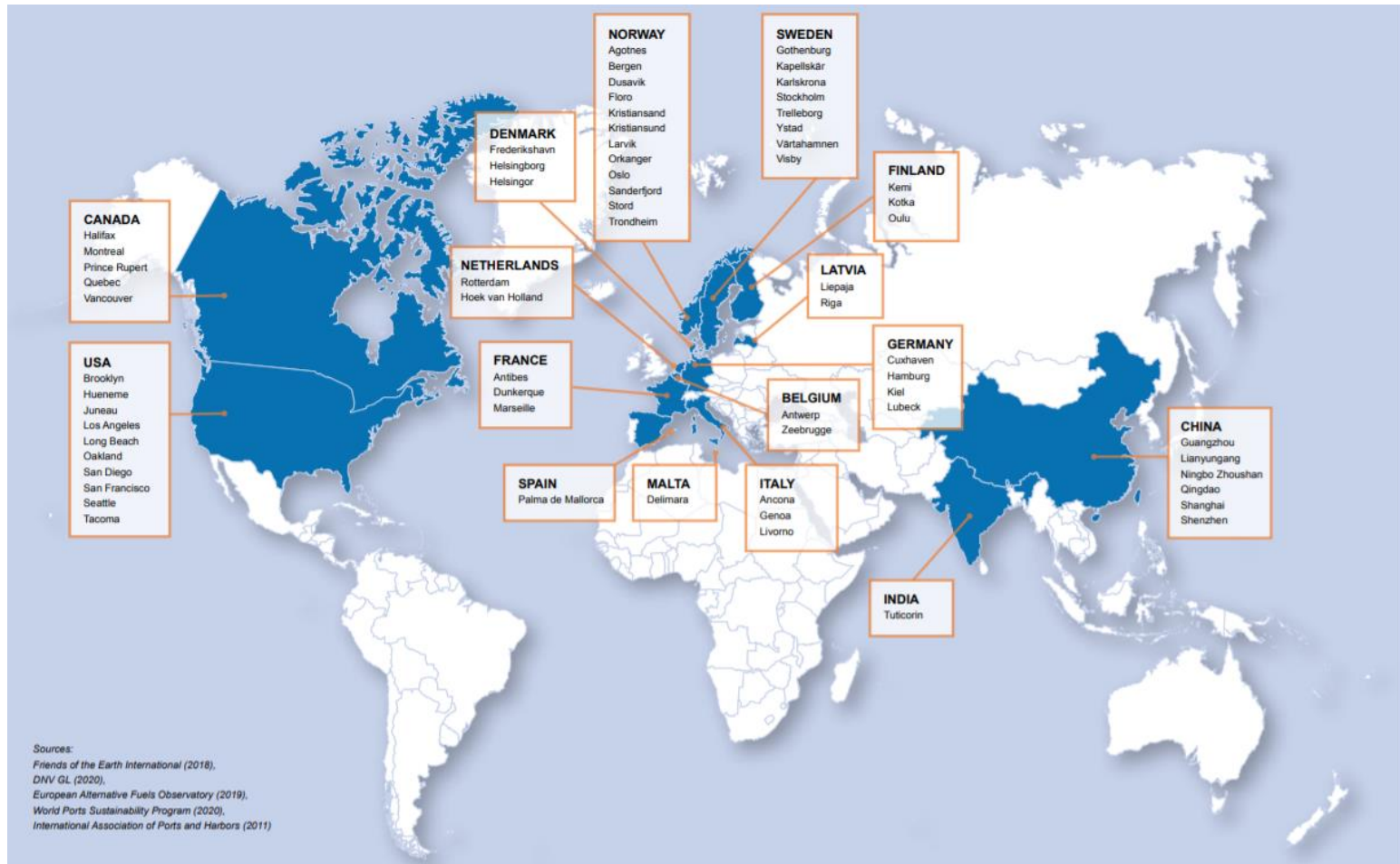
Source: DNV-GL (2020)



3. IMO Ports Resolution

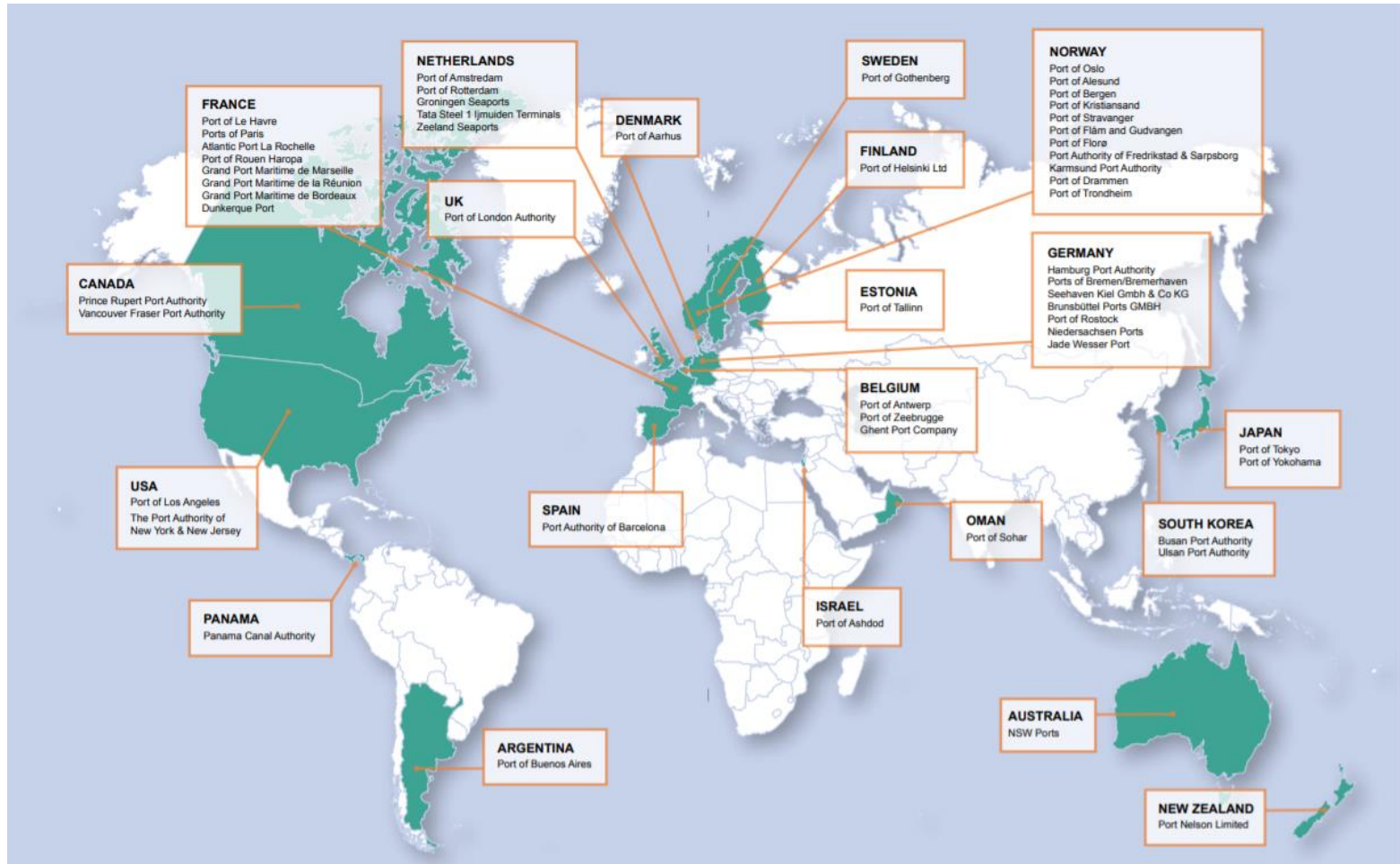
- Resolution MEPC 323(74) (2019) invites Member States to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships
- Focus areas:
 - On-shore power supply
 - Port incentive schemes
 - Data collaboration to optimise turnaround time of ships in port
 - Supply and availability of alternative low and zero carbon fuels, including efficient and safe bunkering procedures

High-voltage onshore power facilities in world ports



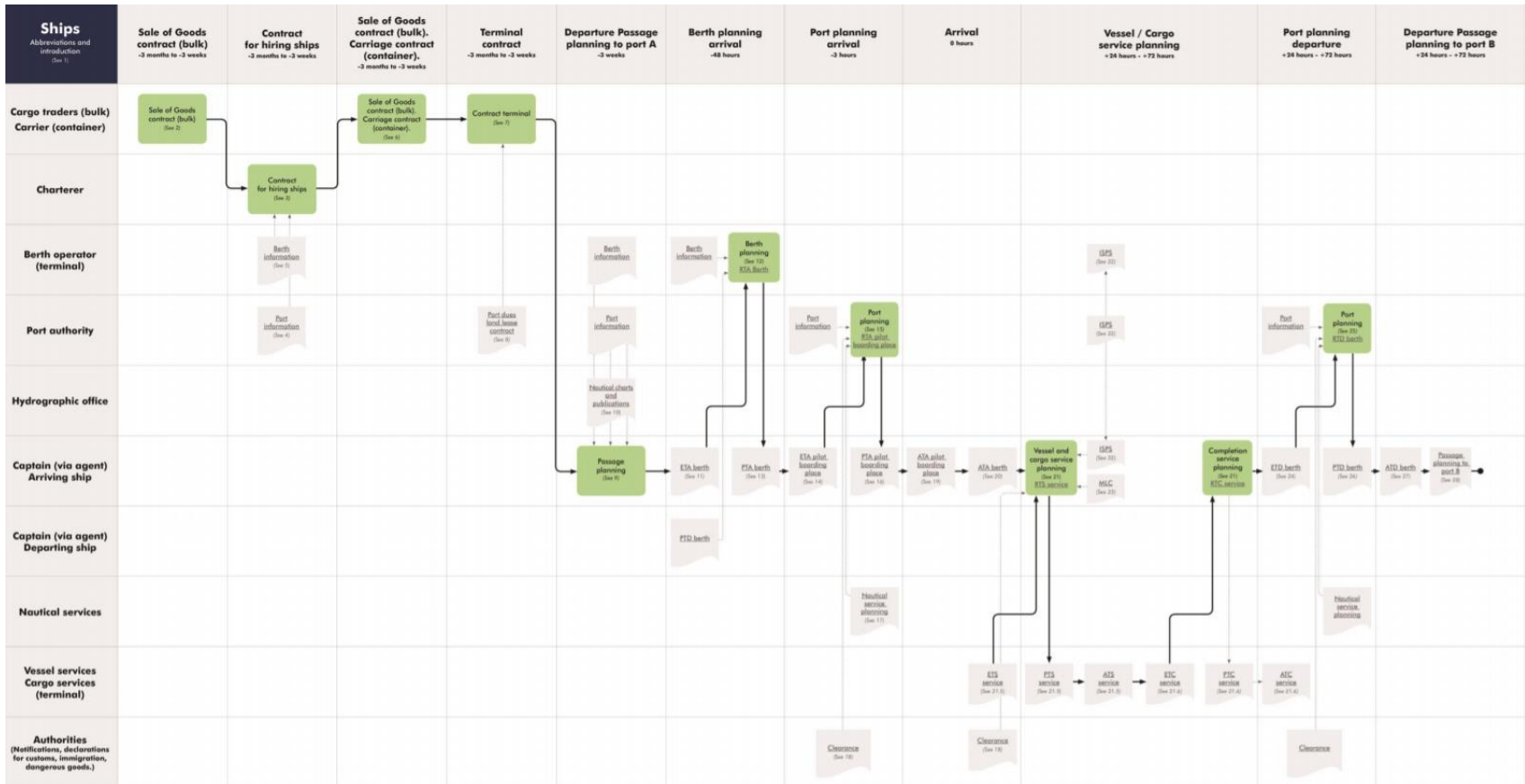
Source: IAPH/WPSP (2020)

Ports using the IAPH Environmental Ship Index (ESI)



Source: IAPH / WPSP (2020) – www.environmentalshipindex.org

Port call optimisation: business processes



Source: IMO / International Task Force Port Call Optimisation (2020) – www.portcalloptimization.org

IAPH Clean Marine Fuels Bunkering Toolkit



About the program

Areas of Interest

Portfolio

Platform

Events

News

Reference Documents

Clean Marine Fuels

About our CMF Working Group

CMF Audit Tool

Bunker checklists

Alternative fuels

Useful links

CLEAN MARINE FUELS



Source: IAPH/WPSP (2019) - www.sustainableworldports.org/clean-marine-fuels

4. Regional and industry initiatives





New York, 23 September 2019



GLOBAL
MARITIME
FORUM

**Getting to Zero
Coalition**

5. Discussion

- 2030 has become the new 2050.
- The relatively slow pace of international regulation sets the door wide open for a patchwork of regional measures and private industry initiatives, with varying degrees of effectiveness.
- Decarbonisation of shipping requires massive investment in multi-fuel supply chains, with most investment needed on land.
- Market-based measures are necessary to close the gap between traditional and zero carbon fuels, but the interests of developed and developing countries need to be matched as well.
- Decarbonisation of shipping poses several new business opportunities for ports and a possibility to break away from the traditional, volume-based business model, especially for ports that are active in the energy field.
- Collaboration between ports and shipping is necessary to reach tangible effects, and avoid 'chicken and egg' situations e.g. on on-shore power supply and clean marine fuel bunkering.



Patrick Verhoeven

patrick.verhoeven@iaphworldports.org

Twitter [@PJHVerhoeven](#)

www.iaphworldports.org

www.sustainableworldports.org